MODELLERS Back Track

THE REFERENCE MAGAZINE FOR RAILWAY MODELLERS

DECEMBER 1994/
JANUARY 1995
£2..75
Volume 4
Number 5
ISSN 0961-5466

RAILWAY TOPICS No.4

DELIVERING THE GOODS

Manx Miniatures

LEIGHFORD

NETHER BRADFORD

- LETTER BOXES – Part Two
- MAKING TRACKS No.7

Atlantic

CONTENTS

Railway Topics No.4
Delivering the Goods 228
The Eric Bruton Album No.8 240
Nether Bradford 242
Leighford 248
Ibbotson Portfolio No.7 254
Letter Boxes – Part Two 255
Manx Miniatures 258
LNWR 32ft 0in Carriages 262
Making Tracks No.7
Curving Switches 269
From Our Correspondents 276
Colour File for Modellers 277

MANAGING EDITOR
DAVID JENKINSON

EDITOR
BARRY C. LANE

ADVISORY PANEL
MICHAEL BLAKEMORE
NICK CAMPLING
JOHN EDGINGTON
PETER ERWOOD
BOB ESSERY

DESIGN and REPRO
Barnabus Design & Print, Truro

TYPESETTING
Ian D Luckett Typesetting, St. Austell

FRONT COVER
Pioneer Class A1 No.60114 W. P. Allen *takes an express effortlessly down the bank on Leighford, the Wolverhampton MRC layout featured in this issue.* (Tony Wright).

NEXT ISSUE ON SALE 26th JANUARY 1994

For non-commercial use, all drawings appearing in MODELLERS' BACKTRACK may be photocopied to written authorisation from our offices before using any drawings appearing in this journal.

Contributions of material both photographic and written, for publication in MODELLERS' BACKTRACK, are welcome but are sent on the understanding that, although every care is taken, neither the Editor or Publisher can accept responsibility for any loss or damage, however or whichever caused, to such material. Opinions expressed in this journal are those of individual contributors and should not be taken as reflecting editorial policy. All contents of this publication are protected by copyright and may not be reproduced in any form or by any means without prior written permission of the Publishers. Copies of photographs appearing in MODELLERS' BACKTRACK are not available to readers.

DISTRIBUTED BY
Comag Magazine Marketing
Tavistock Road,
West Drayton,
Middlesex UB7 7QE. Tel: 01895-444055

PUBLISHED BY
ATLANTIC TRANSPORT PUBLISHERS
TREVITHICK HOUSE. WEST END
PENRYN, CORNWALL.TR10 8HE
Tel/fax: (01326) 373656 (24 Hour Answering)

Atlantic

MODELLERS' Back Track

THE REFERENCE MAGAZINE FOR RAILWAY MODELLERS

Volume 4 Number 5 December 1994-January 1995

FORWARD WITH CONFIDENCE!

Regular readers will know that this column is usually a combination of comment and opinion with the occasional personal message; but on this occasion, I trust that I may be forgiven if the personal aspect dominates - for I need to explain a few recent decisions and changes.

Those of you who also read BACK-TRACK will already know that as a result of my illness last Spring. I have decided to 'retire' and take on Michael Blakemore as full time editor which, in turn, means that our two magazines will amalgamate from 1995 under the title BACKTRACK and appear monthly thereafter. In consequence, when the current MBT volume is completed with the next issue (January 1995), MODELLERS' BACKTRACK will become a title identifying occasional specialist supplements to the main magazine and prepared with modellers in mind. It will continue to be supervised by Barry Lane who is already planning the first of them as I pen these notes.

A further positive aspect of this change is that it meets many requests to 'go monthly' on the basis that there was arguably too little difference between the magazines to justify two titles anyway; but for those who may wonder, the new monthly will continue to include the detailed coverage of locomotive, rolling stock and operational matters with which MBT has, until now, been especially associated. You will therefore, I trust, be pleased to know that many regular MBT contributors and features will be transferred to the new style monthly BACKTRACK, not least being Bob Essery's recently introduced regular column 'Railway Topics"

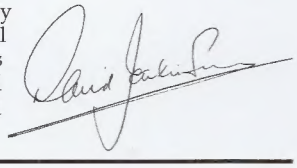
Detailed planning still continues in order to ensure that the newly combined magazine will incorporate all the best features of both predecessors as far as recording and interpreting the prototype is concerned and we fully expect it to remain the best and most comprehensive source magazine for all who seek greater historical variety and accuracy. Furthermore, you can be assured that there will continue to be drawings whenever and wherever possible, if they are relevant and the author can oblige. There will be no price increase and I am happy to say that subscription rates (for details see page 279) will actually be slightly reduced compared with the old 'Joint' rate for the two magazines.

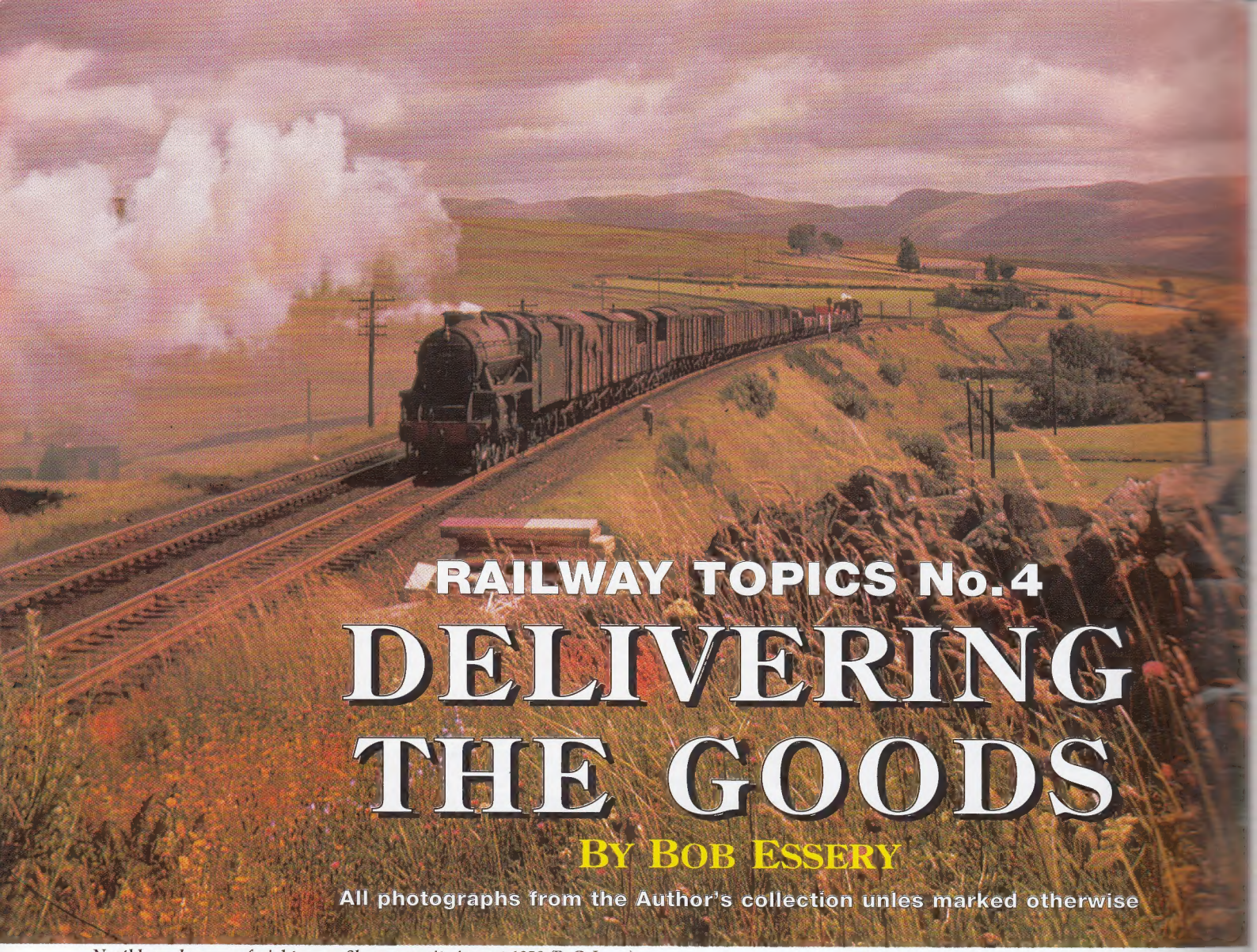
But what I can also now reveal is that early in 1995, I shall hand over the control and management of 'Atlantic Transport Publishers' to my very good friend of some 30 years standing, David Joy. Well known as editor of the famous 'Dalesman' magazine until 1993, David is also an eminent railway historian, having made many definitive and scholarly contributions to railway literature, particularly in regard to the Settle and Carlisle line and the David & Charles 'Regional History of the Railways of Great Britain' series. He is also distantly descended from a famous 19th Century railway engineer namesake - he of valve gear fame amongst other things - so his credentials are well nigh impeccable!

But what is perhaps most re-assuring, not least because of its surprising and unexpected nature, is that the outcome of these recent changes (unforeseen though they were and precipitated by an unwelcome and unwanted event as far as I was concerned!) promises to be better than had things remained as they were – and that can't be bad. For not only will our new editor and David Joy add a considerable and authoritative knowledge of railways to Atlantic but David is also likely to bring his recently launched (and highly successful) specialist magazine 'Garden Rail' into the picture, though the nature of its relationship with existing Atlantic products will be for him to determine. Additionally, my own withdrawal from day to day management disciplines will allow more modelling and writing time - much curtailed in recent years - and if current discussions are any guide, events make it highly likely that I shall be asked to avoid going 'ring-rusty' by remaining closely involved with Atlantic's creative output in some way or another; those who have written suggesting that I should do more writing myself are hereby put on notice!

Meantime, while all this (necessarily confidential) planning was taking place, Barry Lane - and I can never thank him enough for it - was busy ensuring that this current issue of MBT was another very strong offering and is planning that the next issue will conclude the volume with a bang rather than a whimper!

So in conclusion, all I can say is that although it has been "a funny old year" (for me at any rate!), it seems to be sorting itself out at last and it only remains for me to thank you yet again for your support and good wishes. I wish you all a Happy and Peaceful Christmas combined with a Good New Year.





RAILWAY TOPICS No.4

DELIVERING THE GOODS

By Bob Essery

All photographs from the Author's collection unles marked otherwise

Northbound express freight nears Shap summit, August 1958 (B. C. Lane)

Until road transport established itself in a big way in the early British Railways period, most goods were moved by rail. There were local goods yards around every major centre of population where all types of merchandise were dispatched and delivered. The LNWR built this small yard at Birstall (just up the road from Dewsbury) and it was typical of such establishments.

The date is 26th March 1939. Covered vans are in a minority with most consignments being carried in open wagons with a tarpaulin covering. It should be noted that only merchandise is seen in this view. . . coal wagons are concentrated elsewhere for the local merchants to deal with. (B. C. Lane collection)

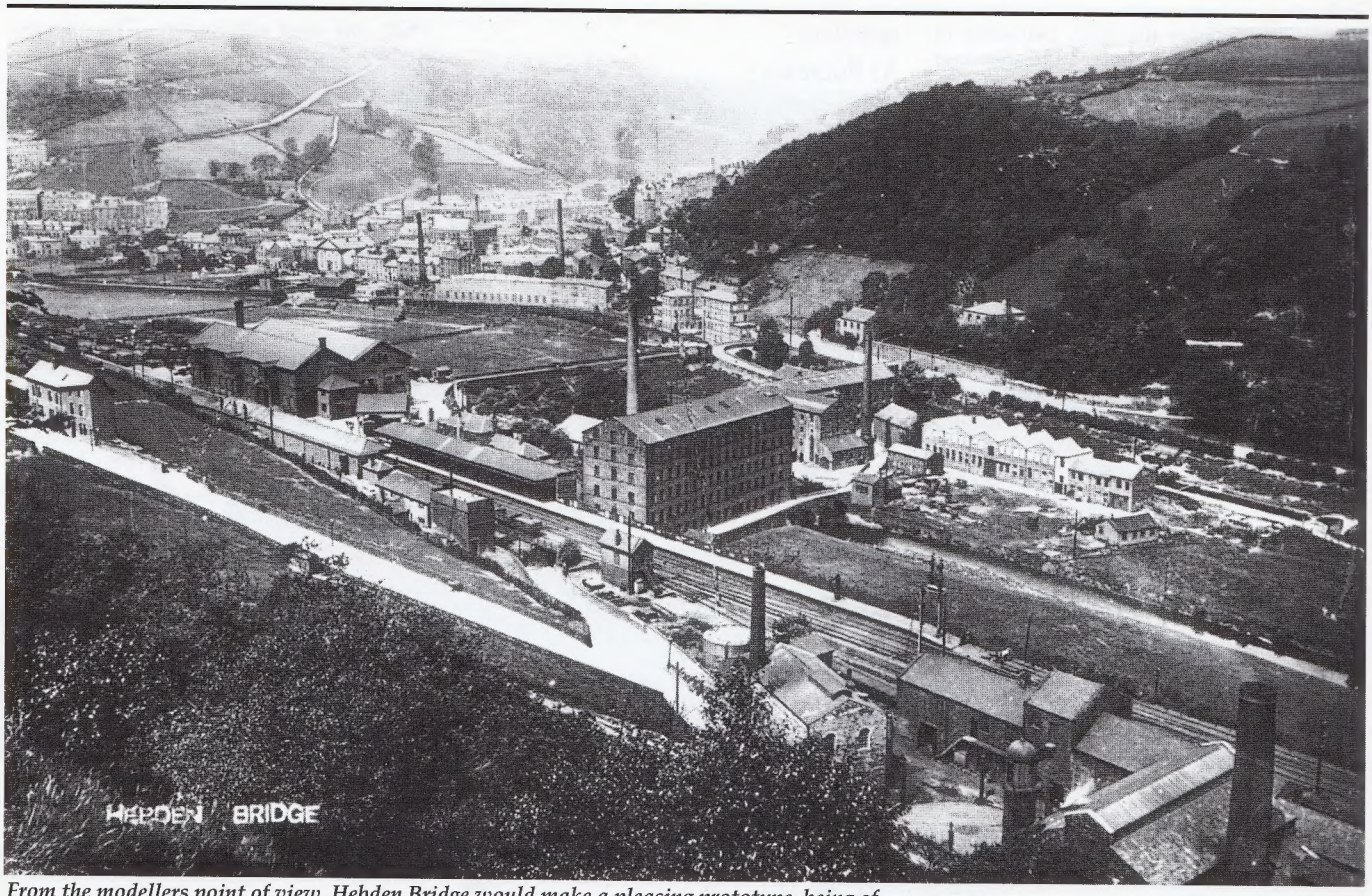
In *Railway Topics No.3* we reviewed mineral traffic and this month I plan to examine other traffics carried by rail. When one has a wide time span plus all the British railways to play with, one must approach the subject using a very broad brush but of necessity I have to begin by referring readers back to Table One featured in the last article. This table listed all the principal classes of originating traffic moved in consignments weighing two tons or more and the classes were both 'material type and revenue generating'.

In the previous article I said that I would not go too deeply into the question of rates, (the fees earned by the railways for carrying goods etc.) but I must explain that the railway companies tended to group certain classes of traffic together which had a common revenue return to the company and since these groups varied over the years it is rather difficult, within the space available, to provide a consistent comparison. What I have done is to present the facts as recorded by the companies with comments as may seem applicable for example.

The global figure for bricks, blocks and tiles moved by rail in 1938 was 3,617,782 tons made up of :

LMS	1,540,149 tons
LNER	1,662,268 tons
GWR	332,531 tons
SR	82,834 tons

However the LMS's own figures break into Class 5, consignments of six tons and upwards totalling 1,502,364 tons which earned the company £658,151 at an average



From the modellers point of view, Hebden Bridge would make a pleasing prototype, being of medium size with all the additional industrial features that make operation more interesting. The station has off-set platforms so typical of the LYR mainline built by the Manchester and Leeds Railway. Earlier textile development had centred around the river and canal on the far side of the valley but later factories grew up beside the railway. The railway company goods yard on the left is full of private owner coal wagons with merchandise wagons and vans on the roads leading into the warehouse. In the right foreground is a small gas works which would demand a daily appetite of coal. The rectangular tank wagon near the signal cabin no doubt carries tar away from the works as a by-product from the gas production. Such small townships relied on the railway for the majority of their trade until comparitively recently. (B. C. Lane collection).

of 8/9d per ton, and Class 6 also in consignments of six tons and upwards. This amounted to only 12,421 tons but it returned an average income of 13/5d per ton and presumably was higher value merchandise which cost more to ship. In addition there was an income under Class 7, with some 25,364 tons being carried, at an average rate of 16/8 per ton. Perhaps readers will see why I do not intend to pursue the question of rates revenue too deeply!

However there is one thing which I ought to mention regarding the last article and that was a deeper analysis of coal transported by all forms of transport.

In 1938 the total output of coal in the UK was 228,214,000 tons. The LMS carried 72,894,000 or 31.94% of this. A considerable amount was shipped vis

Cargo Foreign
35,860,000 (eg exported)

Cargo Coastwise
23,320,000 (by coastal collier to another UK port)

Bunker Foreign
10,489,000

Bunker Coastwise
1,270,000

This left a total of 185,531,000 tons which included 12,758,000 tons 'free-hauled' which must be used for company consumption. This total was forwarded by rail so of this amount the LMS moved just under 40%.

A sizeable tonnage went by canal, some 453,000 tons by railway owned canals plus a further 5,705,000 tons by other canals. Finally we have the statistics for the tonnage brought into London.

By rail: LMS	2,712,000 tons
Other companies	4,239,000 tons
Total	6,951,000 tons
By sea	14,643,000 tons
By canal	63,000 tons
Grand total	21,657,000 tons

Source: *LMS Handbook of Statistics* — Note, the figures other than my 'about 40%' are exactly as quoted in this book.

I must confess that when I first read these figures they caused me to wonder, for example, almost 68% of all London's coal did not travel by rail. Of that which did, the LMS conveyed 39% of it which leaves one wondering how much the LNER and GWR conveyed? Finally, it can be seen that some 8,677,000 tons were shipped by sea to other UK destinations which was almost three times the total amount carried by the Southern Railway during the entire year. Having said that perhaps we should press on and look at some of the other principal traffics 'on offer' in the years just prior to the outbreak of WE2 remembering that things didn't change much during the late 1940s up until the mid 1950s and certainly hadn't changed over much since the early 1900s.

No sooner had RT2 been published than my good friend John Edgington took me to task for a misleading statement . He was quite correct and since I cannot blame anyone but myself let me begin by putting the record as straight as I can.

On page 123 I illustrated a mixed train and said that no brake van was required which isn't what the regulations stated. What I did was to assume that some special arrangements may have existed on that section which permitted less than 10 wagons to be conveyed without a brake van. However, I didn't say so . I feel that I may have misunderstood the instructions and, as John said, when the picture was taken they may not have 'picked up' the goods brake. I hadn't considered that possibility!

Does any reader have a copy of the LMS Northern Division Sectional Appendix which may contain details of any special regulations for working the line or, better still, actually know what happened and how mixed trains were run over Highland Section Branches? I shall be most interested to hear what readers have to say.

Not surprisingly the main industries of the United Kingdom provided the source of the major part of the railway company's goods train traffic revenue and we will look at them in alphabetical order beginning with agriculture.

A) Potatoes

The average production produced commercially was around 4½ million tons to which one must add imports. The principle producing areas were:

The Wash	28.1% of total production
Humber	19.0%
Lancashire & Cheshire	12.2%
Thames Estuary	6.7%
North Riding of Yorkshire and Durham	5.8%

The remainder came from a variety of areas with Scotland producing something like 150,000 tons of seed potatoes per annum which were forwarded to all parts of England and Wales.

The traffic (apart from seed potatoes) breaks down into three distinct classes namely:

1) Early new potatoes (mostly imported)
2) Earlies (British grown) from June onwards
3) Main crop — from late September

Such was the volume of traffic that at some railway depots like Somers Town, London and Oldham Road, Manchester the railway company provided offices and storage accommodation for the merchants engaged in this trade.

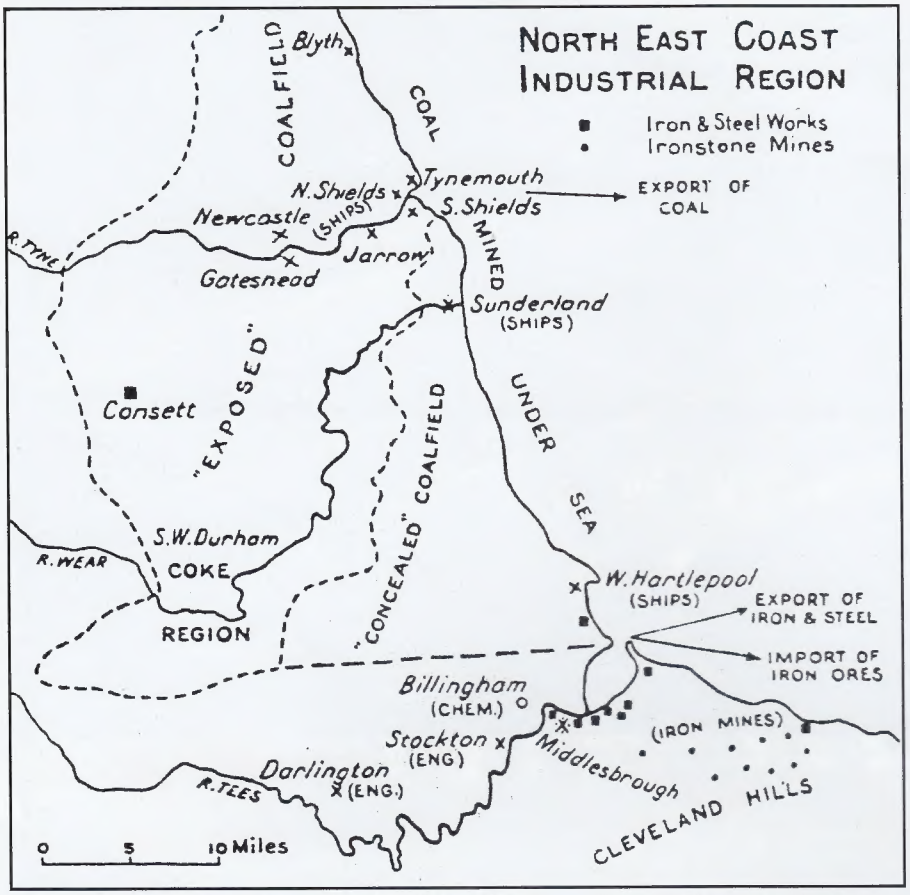
When potatoes were forwarded by rail they are bagged for despatch to markets or warehouses although it was not unknown for them to be conveyed loose and bagged by the distributors following arrival.

Normal transport from the farms to the distributor or wholesaler could be in covered goods wagons or open merchandise wagons covered by a tarpaulin sheet. Potatoes are susceptible to frost damage and so great care was needed during severe weather periods. This might include lighting small fires made of straw inside the wagons to disperse frost and dampness before loading took place.

The principal streams of traffic were from the producing to consuming areas and since the country areas were likely to have more allotments where 'home grown for home use' applied it was to the major industrial areas that the bulk of the crop was shipped.

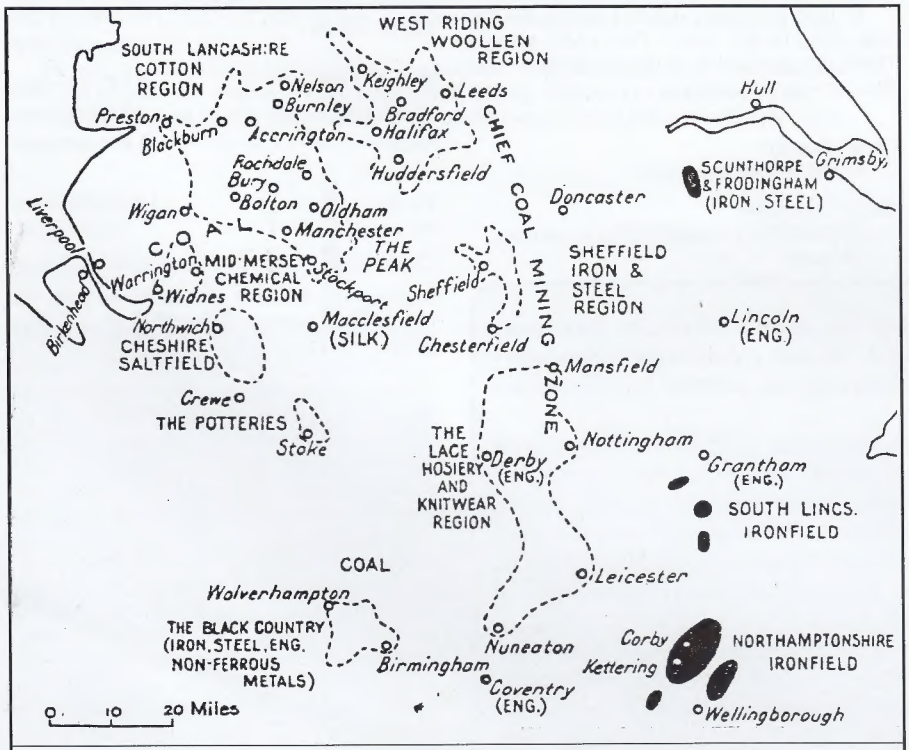
Imported potatoes were usually worked away from the docks in the form of a special train made up entirely of this traffic while at some places, in particular West Lancashire and North Lincolnshire, sidings were available alongside the potato fields which made direct loading into the railway wagon possible.

Cartage to and from the railway stations was, more usually, performed by the owners and growers although in the 1930s the use of the various railway company's country lorry service was not unknown.



Trades and industries of the north east of England. Railways began in this area, stimulated by the colliery work of the region.

The industrial core of England showing the many iron and coal fields with the industries that grew up around the natural deposits. Most of the bigger railway companies found their riches from this area with other railways like the NER tapping into the northern trades and the GWR making inroads where ever it could from Merseyside to the Black Country.



THE INDUSTRIAL CORE OF ENGLAND

B) Milling

At the commencement of the industrial revolution the UK was self sufficient. But, as the production of wheat, oats and barley fell as industrialization developed, home supplies required to be augmented by imports in order to feed the growing population of the UK.

Although wheat, barley and oats were grown in varying quantities in every country the principal growing area was in the Eastern Counties roughly between the Thames and Humber rivers, an area which was mainly served by the LNER.

The reliance upon imports dictated the position of the mills so the major port mills were to be found at London, Liverpool, Hull, Bristol, Manchester, Glasgow while the interior mills processing home grown

The typical British mineral wagon is typified by this view of GNR No.46030. The 1905 paint date suggests that it is brand new. At that time most companies were putting brakes on both sides of their wagons but the rule that the lever should be to the right hand end of the wagon was not yet accepted by all our railways. This wagon carries a cast plate above the door branding it "For coal traffic only".

products were at various points in both rural and industrial areas.

Because imported grains greatly exceeded home grown tonnages, there were two different traffic patterns. The imported product went in regular streams from the port (usually to the local mills) while the home grown traffic, by nature of the wide producing area was somewhat scattered.

Wherever possible, grain traffic was handled in bulk but to an extent it depended upon the facilities available of both the points of loading and unloading. For example, there was a regular movement in hopper wagons from Liverpool to mills at Blackburn where the loads were discharged onto a moving belt conveyer at the firms own private siding, but this was a most advanced method. It was more usual to convey the grain in sacks loaded into open merchandise wagons which were sheeted over. The railway companies owned large numbers of sacks which were hired out to farmers and merchants. It is also worth noting that grain was not a light load. Later when we come to look at average wagon loads conveyed we will see that this figure was still under the nominal carrying capacity for the average goods vehicle. However, you could easily get ten tons of grain into a ten ton open merchandise wagon although oats, which were less dense, wouldn't load to more than eight tons in the same vehicle. Before moving on, it's worth recording that by-products such as flour, provender, beverages and milling offals (sometimes called wheatings) also provided sources of traffic.

C) Livestock

Let's begin by recording the livestock population of the UK which was about

Cattle & calves	7,500,000
Sheep	23,500,000
Pigs	3,500,000

In addition to the home stock there was considerable import trade in Irish livestock on which the UK depended to a considerable extent for store stock for fattening and fat stock for slaughter.

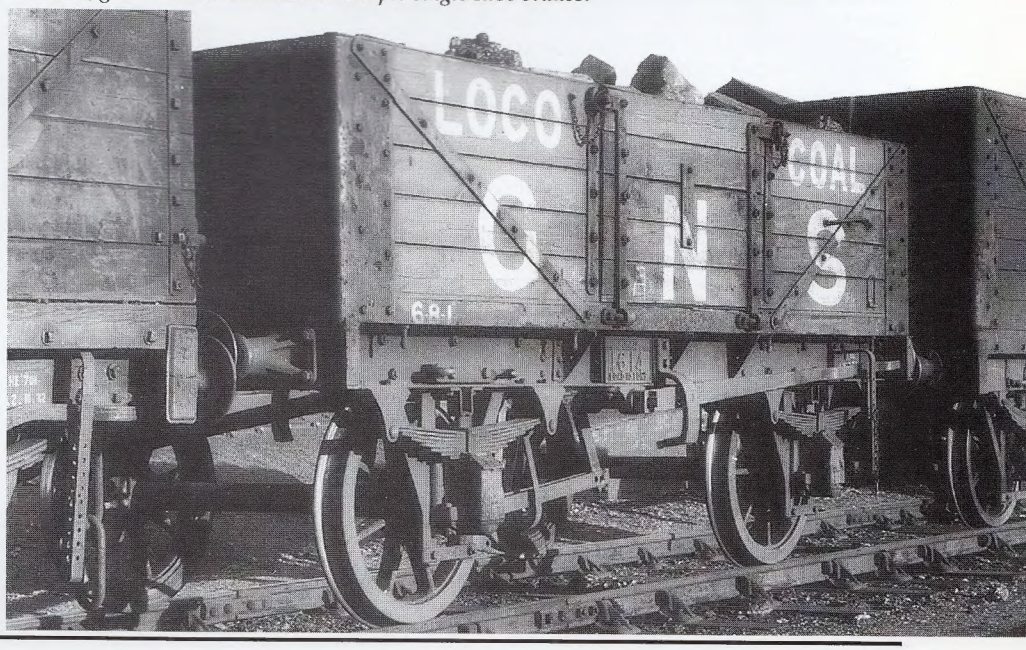
The Irish trade comprised mainly fat, store and milk cattle, fat sheep, lambs and fat pigs. Thousands of animals were shipped across the Irish Sea each week and the principle ports of entry were Holyhead from Dublin and Greennore, Heysham from Belfast and Londonderry and Stranraer from Larne.

While most of the sheep, pigs and some fat cattle imported were for immediate slaughter the greater proportion of cattle was for fattening or milk production.

While the shipment to the Scottish stations was almost exclusively dealt with at the west Scottish ports a similar situation did not exist in England and what appeared to be the most convenient route was not always followed. To a certain extent this was governed by the relationship between the port of shipment and the area in which the cattle were purchased so that one could find cattle bound for the York market and purchased in County Cork being shipped via the Cork-Fishguard or Cork — Birkenhead rather than via Heyshom or cattle for say, Reading or other south of England destinations travelling not via Fishguard but entering England via Holyhead or Birkenhead.

While I do not have precise details for the

Wagons dedicated for locomotive coal use were branded as such and not allowed for traffic use. Locomotive coal was considered a departmental operation and such movements were controlled by that division of the company. I have chosen this picture of a Great North of Scotland Railway wagon No.1614 to illustrate this type of vehicle. It employs steel channel solebars, grease axleboxes and and simple single shoe brakes.



Begrimed 04/7 No.63843 ambles along the slow line with a rake of various unfitted mineral empties. Such scenes, though commonplace and mundane, were so appropriate to the layout's sense of time and place that they had to be recreated, even if building hundreds of wagons has, on occasions, been tedious.

LEIGH

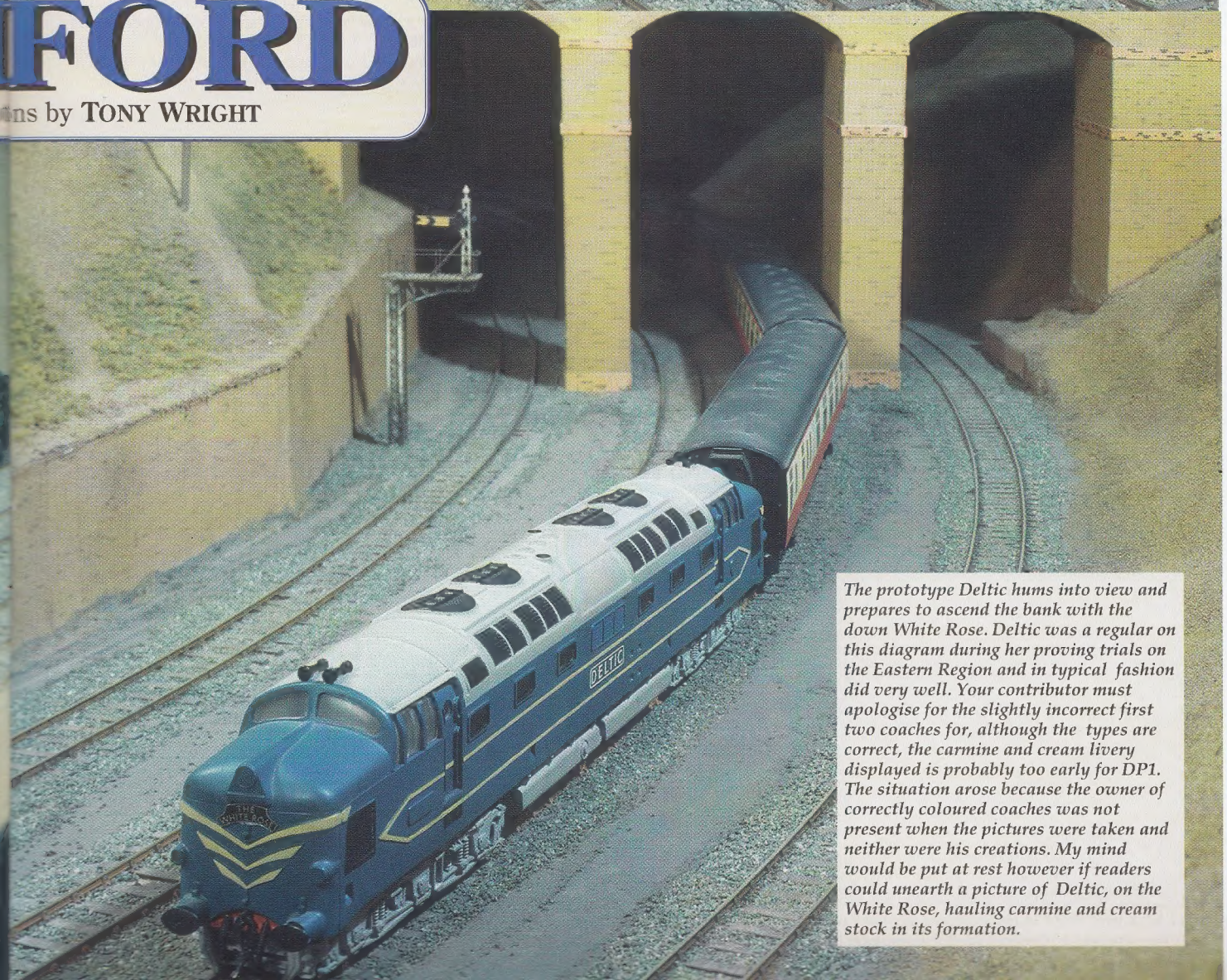
Photographs and descri

The up 'West Riding' sweeps down from the summit in the capable charge of one of Copley Hill's A1s, No.60130 **Kestrel.** *The leading artic pair are from that same train's pre-war namesake and, although no longer fully streamlined, still display the racy elegance of their former self. Up to three pairs of the erstwhile streamliners were present in the make up of the post-war West Riding until the late fifties/early sixties, when replaced by standard stock and we have modelled this formation.*

The same train but this time on a different day. On this occasion Thompson 's unhappy rebuild of the prototype Gresley pacific is responsible for the working. Though there is photographic evidence of Great Northern *powering the 'West Riding' in the early fifties, by our slightly later date No.60113/s entrustment might suggest a train engine 's early failure. Never the less* Great Northern *wears her headboard with pride and appears to be going very well.*

FORD

ns by TONY WRIGHT



The prototype Deltic hums into view and prepares to ascend the bank with the down White Rose. Deltic was a regular on this diagram during her proving trials on the Eastern Region and in typical fashion did very well. Your contributor must apologise for the slightly incorrect first two coaches for, although the types are correct, the carmine and cream livery displayed is probably too early for DP1. The situation arose because the owner of correctly coloured coaches was not present when the pictures were taken and neither were his creations. My mind would be put at rest however if readers could unearth a picture of Deltic, on the White Rose, hauling carmine and cream stock in its formation.

The Queen of Scots sweeps through Leighford station behind A1 No.60136 **Alcazar.** *No more appropriate class of engine is suitable for this diagram south of Leeds. The A1s held sway on the Pullman trains in the way that their predecessors, the big Ivatt atlantics, had done before the war, though, one imagines, with greater ease.*

Leighford is a large (32ft × 13ft) main line exhibition layout in fine scale 00, built and operated by members of Wolverhampton Model Railway Club. It depicts an imaginary piece of the East Coast Main Line during the period 1957-1961, the transitional time from steam to diesel. Structures, track arrangement and signalling are based on GNR, LNER and BR Eastern Region practice.

At exhibitions the layout is run to a timetable sequence with twenty five different trains in operation. Stock is scratch built, kit built or, in a very few cases, modified proprietary and comprises in excess of one hundred locomotives of all appropriate classes, two hundred plus coaches of all types and countless freight vehicles of every shape and size.

Six members of the club are responsible for the layout's construction, maintenance, operation and stock provision and one of our aims is to show spectators what is possible when a group of like minded individuals collectively pool their talents.

When we are running at an exhibition we invite the spectators to watch the trains go by, to metaphorically lean against the fence and take a step back in time. The fact that the layout is *only* 00 is largely irrelevant, what is important is that the appearance of the whole train is right. We make no excuses. Leighford is merely a stage on which the trains perform, they are the most important of all, scenery is ancillary.

Far too many layouts at shows today (and that includes some built to the highest standards of gauge accuracy) show scant or no regard to the way prototype trains are made up. All too common is the sight of an express made up entirely of brake thirds and composites because that is what the trade

The same train but this time heading north, with the two Leeds-only cars leading. This is evident by the apparent lack of a parlour brake third. This would have been third in the make-up between King's Cross and Leeds and last, after reversal at Central, for the remainder of the journey to Scotland.

A1 No.60130 Kestrel *on the 'down' West Riding. The first six vehicles of this train are models of the pre-war Coronation or West Riding coaches.*

supplies. Years ago, the thing I found most exciting about David Jenkinson's *Garsdale Road* was its trains, running behind appropriate locomotives and made up of the correct vehicles. Though I know it was in EM gauge, I have no recollection of even noticing the track.

What we set out to do (and it is on going) was to build accurate examples of all the types of locomotives one might normally expect to see in our chosen period from kits or from scratch. This includes every 'pacific' type for instance. The same philosophy has been applied to the trains, both passenger and freight with all types of coaches represented and all appropriate goods vehicles. Research has taught us the way these vehicles were marshalled into correct rakes using photographs (how I wish some authors would take the trouble to authenticate locations and particularly, dates), and the written word. Of particular use have been BR's own

70041 Sir John Moore ***on a freight train. The locomotive was transferred from GE duties to the GNR section in the early 1960s when it worked from Immingham depot.***

An unidentified Pullman train composed of the Metro Cammell, Mk 1 types (I admit not knowing what 1NO7 is — probably not even a Pullman) prepares to roar up the bank behind a production Deltic. By this later date parlour brake thirds were becoming more scarce (none having been built to Mk 1 diagram) and often the brake coaches were B.R. standard stock, only at one end at that. What a pity though that the photographer had not included one of the older cars for comparison (it was in its box at home!). We are indebted to Dave Lewis of Southern Pride who lets us borrow his Pullman train for exhibitions.

Freights meet at the foot of the bank. As the 'empties' plods on its way, in the opposite direction New England's A2/1 No.60508 **Duke of Rothesay** *has charge of a fully fitted van train on the fast line. Though Scottish in name, this engine was the only one of the quartet to reside in England for any length of time and spent its working life on Peterborough's less exacting duties. Like all Thompson's big engines it faded into obscurity rather unloved and unmissed. It's presence on Leighford though is entirely apposite.*

contemporary official train make up volumes, though cross reference with 'correct' photographs has been essential. This approach has resulted in a more accurate rendition of a particular train. Not more accurate distance between its wheels but, for instance our *West Riding* contains some of the artics from its pre war former glory, as it should. The *White Rose* is composed mainly of Mark 1s but in one of the rakes the catering vehicles are Gresleys, as they were. One of our expresses has the Bradford portion added on to the rear, as it did.

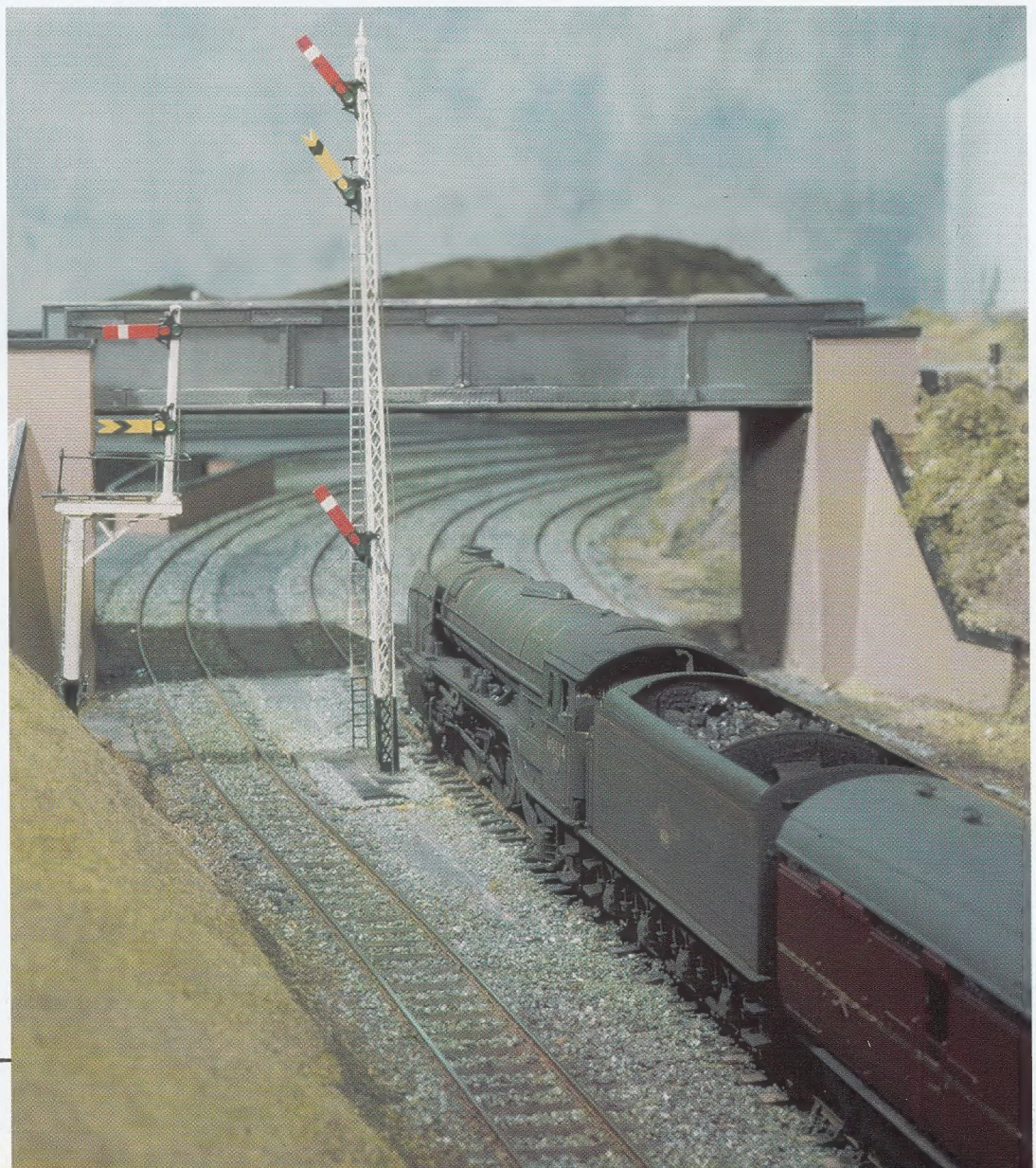
Freights, whilst generally less dedicated, have also been well researched and our King's Cross — Niddrie Scotch Goods is made up in the same way as was its real life inspiration. Similarly the Aberdeen express fish has its appropriate share of tail waggers behind the brake van.

We have found at exhibitions that our efforts have been well received and appreciated. Those with more knowledge recognise the effort put in and those who merely wish to watch can see a succession of long distance, fast trains of correct length and make up roll by their vantage point.

Leighford will be in operation at the South Wales Model Show, Istrad Rhondda, 26th and 27th November 1994.

Freights pass on the down grade. This has all the appearance of a staged shot and that's exactly what it is. We find spectators enjoy the sight of a faster train overtaking a slower one and this is only really possible on a multi-track, parallel system.

The Queen of Scots once more, but this time composed of the later Pullman vehicles. As usual an A1 provides the motive power, so redolent of the real thing and a firm favourite with the viewing public.



Class A1 No.60114 **W. P. Allen** *breasts the top of the bank with a heavy express, the leading vehicle of which is a Thompson brake third. We can run passenger trains of up to twelve vehicles and, in most cases, this is prototypical. readers might note an apparent plethora of A1s and we make no apologies for this for most of the rakes depict trains to Yorkshire. Some eight of Peppercorn's wonderful engines can be seen out of a total of over thirty RA9 big steam power.*

No.60114 is passing a tall lattice post signal, with lower repeater arm, so typical of ex-LNER, sky background mechanical signalling. Who knows, if obsolete (though beautiful) signalling survives in some areas until No.60163 is complete, we might just see this scene recreated for real.